



Aviation Investigation Final Report

Location:	COALINGA, California	Accident Number:	LAX99LA118
Date & Time:	March 13, 1999, 13:15 Local	Registration:	N5188G
Aircraft:	Cessna 305A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he was familiar with the flight characteristics and operation of his conventional gear airplane. The pilot tried to perform a wheel landing on runway 32, but the airplane swerved. He then lost directional control and ground looped. The pilot reported that no mechanical malfunctions were experienced during the flight. The local surface wind was from about 090 degrees, between 3 and 5 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the crosswind condition and failure to maintain directional control of the airplane.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. WEATHER CONDITION - CROSSWIND
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

On March 13, 1999, at 1315 hours Pacific standard time, a Cessna 305A, N5188G, owned and operated by the pilot, ground looped and impacted terrain during landing rollout at the uncontrolled Harris Ranch Airport, Coalinga, California. The airplane was substantially damaged, and the private pilot was not injured. Visual meteorological conditions prevailed during the personal flight conducted under 14 CFR Part 91, and no flight plan was filed. The flight originated from Tracy, California, about 1200.

The pilot reported that he had recently purchased the conventional gear airplane, and he was familiar with its operation and flight characteristics. No mechanical malfunctions were experienced with the airplane during landing rollout on runway 32. Several airplanes had landed ahead of him without experiencing apparent difficulty.

In the pilot's completed report, he indicated that the local surface wind was from about 090 degrees, between 3 and 5 knots. The pilot reported that he tried to perform a wheel landing, but the airplane swerved. He then lost directional control and ground looped.

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 31, 1997
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	381 hours (Total, all aircraft), 99 hours (Total, this make and model), 294 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5188G
Model/Series:	305A 305A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22196
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 3, 1998 Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	14 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	14024 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-11-A
Registered Owner:	TROY W. COBB	Rated Power:	213 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	NLC ,234 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	12:45 Local	Direction from Accident Site:	50°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TRACY , CA (TCY)	Type of Flight Plan Filed:	None
Destination:	(308)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	HARRIS RANCH 308	Runway Surface Type:	Asphalt
Airport Elevation:	470 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	2820 ft / 30 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.18909,-120.389739(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	JIM HALLOWS; FRESNO , CA
Original Publish Date:	November 2, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=45906

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).